

Four Policy Focus Areas

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The assessment of results from the policy direction since 1990 produced two primary findings (during phase 1 of the 2003 TMP Update). The first was to "Stay the Course" in terms of continuing to do what has worked well and been successful. Consequently, the city will continue to implement a balanced set of modal improvements for automobile, transit, bicycle and pedestrian travel. The second finding identified four focus areas where improvement and additional work was needed. These four policy focus areas have been emphasized throughout the 2003 TMP and organize the strategies reflected in the investment programs.

Multimodal Corridors

The multimodal corridors are the major transportation facilities providing for travel across town and connecting with the regional transportation system. The 1996 TMP identified these corridors and calls for improving all modes of travel along them (see chapter 7 of the 1996 TMP (507.34 KB)). As these corridors carry a majority of the trips in the community and link important activity and commercial centers, maximizing their efficient trip-carrying ability requires improving the relationship between the multimodal transportation system, land use and design along these corridors.

Below is a summary of objectives and conclusions to meet Boulder's transportation challenges related to multimodal corridors.

Be Smarter about Where and What the City Invests In

- Target transportation improvements on the city's multimodal transportation corridors.
- One size does not fit all - Investments need to be tailored to fit each corridor.
- Invest where needed – Transportation improvements will be prioritized for corridors that have or anticipate mixed-use development and significant growth.
- Plan for the future population - Includes increased investment in Special Transit to provide for the mobility needs for our growing aged population.
- Build upon what is working – A critical element in the multimodal system is the user-friendly, high-frequency transit network that Boulder and Boulder County have implemented. The network is working very well but can be further enhanced and expanded.
- Continue the service and the overall approach of the Community Transit Network (CTN), which has increased ridership significantly and is supported by the community.
- The Regional Transportation District (RTD) has reduced its commitment and funding levels for high-frequency services such as the HOP, JUMP and BOUND. Sustaining such high-frequency services will require Boulder, Boulder County, the University of Colorado and others to create a new model for providing transit, which will need to consider additional funding and potentially different operational and governmental approaches.
- Read more about multimodal corridors

Regional Travel

Significant growth in the number of employees working in Boulder but living elsewhere highlights the need for improved

regional connections. Such improvements will only occur where corridor plans, funding, and collaboration with other communities and agencies are established.

Below is a summary of objectives and conclusions to meet Boulder's transportation challenges related to regional travel.

Create Effective Regional Partnerships that Produce Results

- Boulder is not in this alone. Regional partnerships with Boulder County, neighboring cities, RTD, and the Colorado Department of Transportation (CDOT) are the keys to providing solutions for regional travel into and out of Boulder.
- Form broad coalitions to support a package of improvements and the funding for regional corridors.
- Develop regional consensus for multimodal improvements to regional corridors including, but not limited to, automobile, rail, bus, bicycle, and pedestrian access.
- Improve regional transit connections through enhanced transit centers such as Boulder's Transit Village and Williams Village Transit Center.
- Support a Boulder County transit vision and regional corridor improvements through the Boulder County Consortium of Cities Regional Transit Committee.
- Provide regional bicycle connections to other communities.
- Read more about regional travel

Transportation Demand Management (TDM)

When community or environmental impacts and costs limit expansion of the transportation system, improving the management and utilization of the existing system becomes a primary strategy. Boulder is largely developed and will not grow outward due to its open space, so managing the existing system will be an increasing contributor to meeting the city's transportation goals. Improved management is also the most cost-effective strategy to maintain the function of the transportation system.

Below is a summary of objectives and conclusions to meet Boulder's transportation challenges related to Transportation Demand Management (TDM).

Focus on Engaging the Business Community

- Boulder will remain an employment center and workers will constitute a growing percent of total travel.
- Successful businesses are organized to attract and maintain customers and high quality employees and depend on the transportation system to do this.
- Businesses are integral in developing TDM strategies.
- Business Oriented Investments – Through Transportation Management Organizations (TMOs) and Business Improvement Districts (BIDs), current and future businesses can provide meaningful input on transportation improvements in their area and on managing the transportation system.

- Build upon the Success of Eco Pass – Expand Eco Pass program into TMOs and multimodal corridors.
- Read more about TDM

Funding

Providing transportation facilities and programs requires public funding, yet the 1996 Transportation Master Plan was only about two-thirds funded. Job and population growth increases the demand for travel and will require additional investment to meet travel increases while maintaining the quality of life of the community.

Below is a summary of objectives and conclusions to meet Boulder's transportation challenges related to funding.

Develop a Realistic Funding Plan

- Prepare a fully funded plan which describes how we spend and what we get for it. The Current Funding Plan is based on current funding levels.
- Plan for a reasonable increase in funding within the context of a long-range plan. This Action Plan would require further "Action" on behalf of the city to identify the sources and potential for additional funds.
- Maintain a "Vision" program for Boulder which fully describes the long term post-2025 transportation system and funding requirements to achieve that vision.
- Explore the concept of a mixed funding package to provide a more stable source of funding for transportation.
- Read more about funding